

CLASSIFICATION **SECRET**

NOFORN

COUNTRY East Germany REPORTTOPIC Brandis Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED DATE PREPARED 3 October 1955

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REFERENCES PAGES 3 ENCLOSURES (NO. & TYPE) REMARKS

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Brandis airfield between 23 July and 7 August 1955:

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23 July. Between 0800 and 2100, there was intensive local flying by jet fighters. All aircraft flew without auxiliary fuel tanks.

26 July. Between 0900 and 1700, there was intensive air activity.

28 July. Between 2200 and 0300, there was night air activity by jet fighters. The aircraft made individual local flights.

2 August. Between 0900 and 2000, formation flying was practiced.

4 August. There was intensive air activity.

7 August. Intensive flying in formations was observed during the entire day. Take-offs in elements of two aircraft were practiced. All aircraft flew without auxiliary fuel tanks.

10 August. High altitude flights were mainly observed. During the period 23 July - 7 August, jet fighter were identified.¹

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2. In late July, a new shed for the storage of coal was under construction. The shed covered an area of about 8 x 6 meters. The construction of ammunition dumps was delayed. It was determined that the runway at Brandis airfield was 60 meters wide.
3. The following rail shipments were observed between 18 July and 11 August 1955:

18 July. 10 cars loaded with runway mats dispatched to Schlotheim.

19 July. 12 cars loaded with runway mats dispatched to Schlotheim.

20 July. 10 cars loaded with runway mats dispatched to Schlotheim.
3 railroad tank cars each with a capacity of 20,000 liters

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dispatched from Aken/Elbe.

21 July. 9 cars with runway mats dispatched to Schlotheim.

22 July. 12 cars with runway mats dispatched to Schlotheim.

~~LOSHUSE~~ with runway mats dispatched to Schlotheim.

~~5 flatcars~~ loaded with 7 tractors and 4 trucks with 3 trailers.
~~Schlotheim.~~

24 July. 1 car loaded with barrack sections dispatched from Koethen and unloaded at heating station No 2 at Brandis airfield.

25 July. 12 cars with runway mats dispatched to Schlotheim.

26 July. 15 cars with runway mats dispatched to Schlotheim.

27 July. 3 cars with runway mats dispatched to Schlotheim
 By order of the Halle Transport Komendatura, no railroad cars will be made available for the transportation of runway mats after 27 July 1955. Further shipments will be dispatched only by special request.

29 July. 9 cars with runway mats dispatched from Plagwitz. These cars were unloaded at heating station No 2 since the track to the landing field was not serviceable because of mud and water.
 4 cars with coal, unloaded at the storage depot.

28 July. 1 car loaded with tar barrels dispatched from ~~near~~ near Luckenwalde; ~~near~~ near ~~near~~ near

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30 July. 4 tank cars, each with a capacity of about 20,000 liters, dispatched from Aken/Elbe.
 a shipment of 11 AT guns with a caliber of about 37 mm and 6 boxcars loaded with ammunition were dispatched from Altenhain to Gera,
~~near~~ This shipment did not belong to Brandis. 25X1

1 August. 1 car loaded with runway mats consigned to Yunin.
 2 cars loaded with coal consigned to 579.

3 August. 2 cars loaded with runway mats consigned to Yunin, the period
 1 car loaded with tar barrels dispatched from ~~near~~ near
 1 tank car with fuel dispatched from Leuna.

6 August. 2 cars loaded with runway mats consigned to Yunin.
 3 cars with coal, unloaded at heating station No 3.

7 August. 1 car loaded with runway mats consigned to Yunin.
 1 car with coal, unloaded at heating station No 1.

9 August. 2 tank cars with fuel dispatched from Aken/Elbe.

10 August. 5 tank cars with fuel dispatched from Aken/Elbe.
 Both fuel shipments were consigned to SVR 579.

11 August. 2 flatcars loaded with 2 tractors, dispatched to Finsterwalde.²

On 5 August, a shipment with 54 axels was dispatched from Brandis to the direction of Altenhain. The shipment consisted of trucks, equipment, and 7 x 85-mm AA guns. The caliber of these guns was estimated as a positive identification of them was impossible.

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4. The following air activity and aircraft were observed at Brandis airfield:

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In July and August 1955, there was almost daily air activity by jet fighters.

2 August. Between 2000 and 0200, there was night air activity. Since the aircraft landed with their landing lights, the location of the lamp under the front air intake could be seen. It was observed during day time, the take-offs and landings were made in a steady way, indicating a serious status of training. It was estimated, the Brandis airfield was occupied by about 30 jet fighters, in addition to 2 Il-10s which were seen at the landing field. The estimated personnel strength was about 1,000 men who wore black-bordered blue epaulets and red-bordered black uniforms. Repair work on caterpillar tractors was being done near the middle northern hangar.

1. Comment. Brandis airfield is apparently occupied by one fighter regiment equipped with about 30 MiG-15s. Aircraft were observed at Zerst in 1953; were seen at Justerbog in 1954; while all other aircraft numbers are reported for the first time. 25X1
2. Comment. The transportation of runway mats from Brandis to Schlotheim continued. The shipment of additional tractors to Schlotheim indicates that construction work there is to be speeded up. 25X1

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